

IN THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claim 1 (canceled)

Claim 2 (currently amended): A pilot nozzle for a gas turbine combustor comprising:
a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle; the fuel oil supply pipe having a rear end portion for supplying fuel therefrom;

a ~~plummer~~ plumber block ~~[[for]]~~ slidably holding the fuel oil supply pipe~~[[,]]~~ such that the ~~plummer~~ plumber block ~~allowing~~ allows the rear end portion of the fuel oil supply pipe to be slidably displaced ~~expand and shrink~~ in the axial direction as a result of due to thermal expansion or compression;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit; and

a plurality of atomized-fluid supply paths provided in a circumferential direction of the cylinder unit.

Claim 3 (currently amended): A ~~[[The]]~~ pilot nozzle ~~according to claim 2, further for~~ a gas turbine combustor comprising:

a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a plumber block for holding the fuel oil supply pipe, the plumber block allowing the fuel oil supply pipe to expand and shrink in the axial direction as a result of thermal expansion or compression;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder

unit;

a plurality of atomized-fluid supply paths provided in a circumferential direction of the cylinder unit;

a plurality of fuel gas supply paths provided in a circumferential direction of the cylinder unit;

a front end portion connected to an end portion of the cylinder unit; and
a distribution section disposed between the cylinder unit and the front end portion,
wherein the fuel gas supply paths and the atomized-fluid supply paths are disposed alternately in the circumferential direction respectively within the cylinder unit, the front end portion is provided with an atomized-fluid flow path and a fuel gas flow path which is disposed outside the atomized-fluid flow path, and the distributing section connects the fuel gas supply paths with the fuel gas flow path and the atomized-fluid supply paths with the atomized-fluid flow path respectively, the distributing section is disposed inside the front end portion, and has a supply path converter which has a hole through which the fuel oil supply pipe is connected to a fuel supply path, a first converting flow path through which the atomized-fluid supply paths are converted to the atomized-fluid flow path having a ring-shaped cross-section, and a second converting flow path through which the fuel gas supply paths are converted to the fuel gas flow path having a ring-shaped cross-section.

Claim 4 (currently amended): A pilot nozzle for a gas turbine combustor comprising:
a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit; and

a plurality of atomized-fluid supply paths and fuel gas supply paths disposed uniformly in a circumferential direction of the cylinder unit,

wherein the fuel oil supply pipe has a rear end portion for supplying the fuel therefrom and the rear end portion is slidably held such that the rear end portion is slidably displaced in the axial direction due to thermal expansion or compression.

Claim 5 (previously presented): A pilot nozzle for a gas turbine comprising:

a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit;

a plurality of atomized-fluid supply paths and fuel gas supply paths provided in a circumferential direction of the cylinder unit;

a front end portion connected to an end portion of the cylinder unit; and

a distributing section disposed between the cylinder unit and the front end portion,

wherein the fuel gas supply paths and the atomized-fluid supply paths are disposed alternately and uniformly in the circumferential direction respectively within the cylinder unit, the front end portion is provided with an atomized-fluid flow path and a fuel gas flow path which is disposed outside the atomized-fluid flow path, and the distributing section connects the fuel gas supply paths with the fuel gas flow path and the atomized-fluid supply paths with the atomized-fluid flow path respectively.

Claim 6 (canceled)

Claim 7 (previously presented): The pilot nozzle according to claim 5, wherein the distributing section is disposed inside the front end portion, and has a supply path converter which has a hole through which the fuel oil supply pipe is connected to a fuel supply path, a

first converting flow path through which the atomized-fluid supply paths are converted to the atomized-fluid flow path having a ring-shaped cross-section, and a second converting flow path through which the fuel gas supply paths are converted to the fuel gas flow path having a ring-shaped cross-section.

Claim 8 (currently amended): A [[The]] pilot nozzle according to claim 6, further for a gas turbine combustor comprising:

a fuel oil supply pipe passed through a cylinder unit provided in an axial direction of the pilot nozzle;

a heat-shielding air layer formed between the fuel oil supply pipe and the cylinder unit;

a plurality of atomized-fluid supply paths disposed uniformly in a circumferential direction of the cylinder unit;

a front end portion connected to an end portion of the cylinder unit; and
a distributing section disposed between the cylinder unit and the front end portion,
wherein the fuel oil supply pipe has a rear end portion for supplying the fuel therefrom, and the rear end portion is slidably held such that the rear end portion is slidably displaced in axial direction due to thermal expansion or compression,

wherein the fuel gas supply paths and the atomized-fluid supply paths are disposed alternately and uniformly in the circumferential direction respectively within the cylinder unit, the front end portion is provided with an atomized-fluid flow path and a fuel gas flow path which is disposed outside the atomized-fluid flow path, and the distributing section connects the fuel gas supply paths with the fuel gas flow path and the atomized-fluid supply paths with the atomized-fluid flow path respectively,

wherein the distributing section is disposed inside the front end portion, and has a supply path converter which has a hole through which the fuel oil supply pipe is connected to a fuel supply path, a first converting flow path through which the atomized-fluid supply paths are converted to the atomized-fluid flow path having a ring-shaped cross-section, and a second converting flow path through which the fuel gas supply paths are converted to the fuel gas flow path having a ring-shaped cross-section.

Claim 9 (canceled)